Golden IT Corridor

894. SHRI K. CHANDRAN PILLAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether his Ministry has received proposal for a project 'Golden IT Corridor' connecting the IT hubs in South India;

(b) if so, the details thereof; and

(c) the details of the action taken by Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) and (c) Do not arise.

Muzaffarpur-Darbhanga rail link

†895. SHRI MANGANI LAL MANDAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that survey work of direct rail link between Muzaffarpur-Darbhanga under East Central Railway has been completed; and

(b) if so, the details thereof and by when the construction work on this would commence?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir.

(b) As per survey, the cost of construction of 44.84 km. long line has been assessed as Rs. 281.30 crore. The project has been included in the Budget 2008-09 and would be taken up once Budget is passed by the Parliament.

Creation of new railway zones

896. SHRI K. CHANDRAN PILLAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether there are demand for creation of new railway zones pending with his Ministry;

(b) if so, the details of the demands, zone-wise;

(c) the criterion adopted for the creation of new zones; and

(d) the details of demands for new zones which are under consideration of his Ministry?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Various representations for creation of new zones at different locations have been received from time to time. All of them have been examined in the light of the criteria fixed by the Railway Reforms Committee and Advisors' Committee and not found feasible. Accordingly, all the representations have been replied suitably.

(b) State-wise demands received are as under:

†Original notice of the question was received in Hindi.

State	Location
Gujarat	Ahmedabad; Gandhidham; Gandhinagar; Vadodara
Rajasthan	Ajmer
Punjab	Amritsar
Kerala	Calicut; Cannanore; Cochin; Thiruvananthapuram
Jharkhand	Dhanbad; Chakradharpur
Karnataka	Dharwad
J & K	Jammu
Maharashtra	Nagpur
Assam	Guwahati

(c) New Zones are set up keeping in view factors like size, workload, accessibility, traffic pattern and other operating/administrative requirements etc. consistent with the needs of economy and efficiency without any regional considerations.

(d) No demand for creation of new zone at any location in under consideration of the Ministry.

Delay of trains connecting Dehradun

897. SHRI HARISH RAWAT: Will the Minister of RAILWAYS be pleased to state:

(a) whether he is aware of the fact that most of the trains connecting Dehradun with other parts of the country arrive behind their scheduled time; and

(b) if so, the reasons for such continuous delay and the details of the immediate and long-term steps being taken to address the reasons for delay?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Punctuality of trains terminating at Dehradun has not been satisfactory due to various factors such as asset failures, miscreant activities, alarm chain pulling, natural calamities, damage to track due to breaches, law and order problems, foggy weather, cattle run over and electricity grid failures. Indian Railways continuously monitors the punctual running of trains through immediate and long-term measures which, *inter-alia,* include:

1. Intensive, round the clock monitoring of trains at all three levels *viz,* Divisional, Zonal Headquarters and Railways Board.
2. Launching of punctuality drives from time to time.
3. Running of trains at maximum permissible speed subject to observance of safety limits and speed restrictions.
4. Improvement is standard of maintenance of assets to reduce equipment failures.
5. Counseling and motivating staff to ensure punctual running.